

In the specification:

Page 1, line 5, please change the heading "Prior Art" to --

A2 ✓

Background of the Invention --.

Page 1, first paragraph in lines 6-10, please amend the paragraph as follows:

4006 0310 0514 00

A3 ✓

The invention is based on a fuel injection valve [as generically defined by the preamble to claim 1] and on a method for producing outlet openings in valves [as generically defined by the preambles to claims 11 and 17].

Page 1, line 25, please change the heading "Advantages of the Invention" to -- Summary of the Invention --.

A4 ✓

The paragraph bridging pages 1 and 2, please amend as follows:

A5 ✓

The fuel injection valve according to the invention [having the characteristics of the body of claim 1] has the advantage that in a simple,

as
economical way, a very wide range of variation in terms of flow rates, stream angles and spray properties is attainable. Advantageously, fluctuations in the stream angle are reduced. Moreover, structurings of the stream or spray and the creation of solid- and hollow-conical streams can be achieved more simply, even at high combustion chamber counterpressure, than in known fuel injection valves.

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Page 2, lines 25-27, delete this paragraph in its entirety.

Page 3, first paragraph, amend as follows:

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The method of the invention [having the characteristics of the body of claim 11 or the body of claim 17] has the advantage that with it, in a simple way, a fuel injection valve can be produced with which the aforementioned advantages are attainable.

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Page 3, line 26, change the heading "Drawings" to -- Brief

Description of the Drawings --.

98
Page 4, line 16, change the heading "Description of the Exemplary Embodiments" to -- Description of the Preferred Embodiments --.

Amended specification:

Amended page 1, first paragraph in lines 6-10:

The invention is based on a fuel injection valve and on a method for producing outlet openings in valves.

Amended paragraph bridging pages 1 and 2:

The fuel injection valve according to the invention has the advantage that in a simple, economical way, a very wide range of variation in terms of flow rates, stream angles and spray properties is attainable. Advantageously, fluctuations in the stream angle are reduced. Moreover, structurings of the stream or spray and the creation of solid- and hollow-conical streams can be achieved more simply, even at high combustion chamber counterpressure, than in known fuel injection valves.

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